

LIMITED SOURCES JUSTIFICATION/FEDERAL SUPPLY SCHEDULES
[In accordance with Federal Acquisition Regulation (FAR) subpart 8.405-6 (c) (2)]

1. Identification of the Agency and the contracting activity, and specific identification of the document as a "Limited Source Justification:"

This is a limited source justification for NASA Goddard Space Flight Center's (GSFC's) Wallops Flight Facility (WFF). WFF proposes to change the scope of the current Aircraft Maintenance and Operation Blanket Purchase Agreement (BPA), NNG09WA22Z, to accommodate an influx of aircraft proposed to become part of the NASA Wallops Aircraft Fleet. Additionally, an increase to the ceiling value on this BPA with Airtec Incorporated is being sought to accommodate the maintenance and operation costs of the additional aircraft.

The original contract value of \$9 million dollars was awarded to Airtec in February 2009, after a Request for Information (RFI) resulted in receipt of only one capability statement, from the incumbent. In April 2011, a request to increase the maximum ordering value to the current contract by \$18 million dollars was submitted for review and approval. During this process a RFI was again sent to General Service Administration (GSA) schedule holders, in addition to being posted via open market to ensure a fair and competitive process. Both RFI requests resulted in receipt of only one capability statement, from the incumbent. Since the most recent RFI, the Aircraft Office has received approval from NASA HQ to obtain several additional aircraft to prepare for an increase of Airborne Science Missions. This action has led to the need for an additional ceiling increase of \$8 million dollars and a change in the scope of the contract to allow for the maintenance of any new aircraft that may become part of the fleet during the remaining period of performance.

This document justifies the determination for restricting consideration of schedule contractors to fewer than required in accordance with Federal Acquisition Regulation (FAR) 8.405-6(c)(2).

2. Describe the nature and/or description of the actions being approved.

NASA proposes to increase the scope of the current statement of work for the BPA and increase the ceiling on this BPA from \$27M by \$8M to \$35M to allow for the accommodation of additional aircraft through February 20, 2014. The performance period on the BPA is February 21, 2009 through February 20, 2014, which remains unchanged. A change in the scope of services for the current BPA to accommodate additional aircraft housed at the NASA WFF Aircraft hangar is necessary as the current arrangement only allows for maintenance of the P3, B200 (NASA 8) and visiting aircraft as required. The specificity of the current statement of work presents a prohibitive environment that no longer meets the needs of the WFF Aircraft Office, in the event that additional business opportunities and/or services are required under the Aircraft Maintenance and Operations Contract.

The Aircraft Office intends to add several aircraft to their fleet within the next 6 to 12 months for Airborne Science Missions as dictated by NASA HQ. These aircraft must be maintained to Federal Aviation Administration (FAA) standards before and during mission cycles. It has been noted that the following aircraft will be added to the Wallops Aircraft Fleet in the near future for various missions:

C-23 Sherpa
C-130
Global Hawks
T-34
Helicopter

3. Describe the supplies or services required to meet the agency's needs. Include the estimated value.

This BPA is under the GSA Federal Supply Schedule (FSS). Federal Aviation Regulations Part 91 requires that these aircraft are maintained in accordance with a General Maintenance Manual (830-GMM-001).

This BPA also covers support services related to aircraft maintenance and mission support including engineering support and analysis, acquisition of parts and materials, and required services for tenant and visiting aircraft. These additional support services are vital to NASA's mission as they directly affect the health and safety of passengers and crew members of the aircraft. The additional aircraft added to the fleet will require the same support services.

The Independent Government Estimate (IGE) completed by the Aircraft Office reflects the additional \$8 million requested to accommodate the cost for maintenance and customization of new aircraft.

4. Identify the authority and supporting rationale.

The authority for justifying restriction to this source is found in FAR 8.405-6(a) (1) (i) (B); only one source. See section 6 of this document for rationale and market research.

5. A determination by the contracting officer that the order represents the best value consistent with FAR 8.404(d).

Services offered under the FSS are priced at fixed hourly rates or at a fixed price for performance of a specific task (such as installation, maintenance or repair). GSA has predetermined the prices and rates of the schedule contracts to be fair and reasonable. Additionally, to ensure the best value, the Government will request additional discounts from the Contractor in accordance with FAR 8.405-4 prior to award of the maximum ordering value increase as was requested for rates included in the most recent ordering value increase. The technical approach and specific costs (labor hours, skill mix, other direct costs, etc) of individual orders under this BPA will be evaluated and negotiated by

NASA's technical representative and Contracting Officer. These combined efforts will result in the ensuring the Government receives the best value.

6. Describe the market research conducted (see FAR Part 10) among schedule holders and the results, or state why market research was not conducted.

When the initial request to increase the contract ceiling was required in January 2011, a RFI was issued to the 24 contractors listed under the FSS Master Contract 66 schedule on February 18, 2011, seeking a capability statement and interest in being included on a source selection list for a potential competitive solicitation. After the RFI resulted in one response from the incumbent only, follow up via email and phone calls revealed that several contractors did not meet the requirements listed. Of the 24 contractors listed on the schedule, Airtec Incorporated was the only company possessing the ability to provide all the services required.

Since only one company responded from the GSA schedule, a decision was made to post the advertisement via Federal Business Opportunities (FedBizOpps) to solicit open market responses. As a result, a second RFI for open market responses was posted on April 14, 2011 with an April 29, 2011 due date. This request resulted in a response from the incumbent only as well. Based on the results of the two RFI's, it appears that only Airtec Inc. can supply all of the required labor categories, specifically the airframe and power plant mechanics category, which is vital to this effort. Both of these labor categories are contained on the GSA schedule and were specified in the RFI's. Airtec has a unique advantage in providing these customized services to the NASA GSFC's WFF Aircraft Office for the past 5 years. The conclusion of this market research resulted in a decision to increase the contract ceiling with the incumbent and to discuss strategy for the forthcoming follow-on contract prior to the conclusion of the performance period in 2014.

Based on the aforementioned research and the responses received via GSA and open market, it is reasonable to assume that the additional increase in the scope of work coupled with the unique advantage and "niche" Airtec provides through customized fabrication for missions would produce the same result of a single proposal from the incumbent. Since the market research was conducted in April 2011, it is unlikely that the market would have changed in such a short time frame, to the extent that another company would be able to offer the services required.

7. State the actions, if any, the Agency may take to remove or overcome any barriers to schedule competition before any subsequent acquisition for the supplies or services are required.

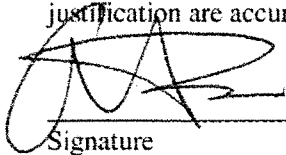
There are no foreseeable barriers to competition in subsequent acquisitions as every effort will be made to include all schedule holders under the FSS in addition to utilizing FedBizOpps to access the public market.

In the most recent process, the RFI was sent to both GSA schedule holders and open market – of which there was only one responder, the incumbent. It is therefore reasonable

to assume that the change in the scope of services would yield the same response in this short time frame, mainly because of the unique “niche” Airtec provides for customization of payloads and fabrications of the aircraft that other mainstream contractors in the WFF area cannot provide.


Once the current period of performance has expired, any follow-on requirement will be posted via open market to ensure every opportunity is given for fair market competition.

Technical Officer: I certify that the supporting data presented in this justification are accurate and complete.


Signature


1/12/2012
Date

Contracting Officer: I hereby determine that the anticipated cost to the Government will be fair and reasonable and certify that this justification is accurate and complete to the best of my knowledge and belief.


Signature

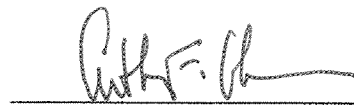
1/12/2012
Date

Procurement Officer:
(Concurrence)


Signature

1/25/12
Date

GSFC Competition
Advocate:
(Approval)


Signature

1/26/12
Date